McGRAW-EDISON

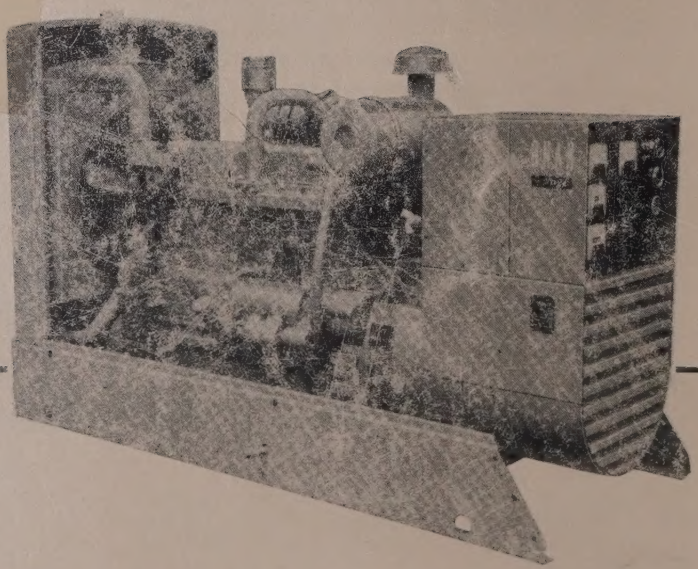
Onan

Operators Manual

DYC

GenSet

Electronic Services - Los Angeles
M13520X



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Safety Precautions

The following symbols in this manual signal potentially dangerous conditions to the operator or equipment. Read this manual carefully. Know when these conditions can exist. Then, take necessary steps to protect personnel as well as equipment.

ONAN recommends that you read your manual and become thoroughly acquainted with it and your equipment before you start your unit. These recommendations and the following safety precautions are for your protection.

Fuels, electrical equipment, batteries, exhaust gases and moving parts present potential hazards that could result in serious, personal injury. Take care in following these recommended procedures.

WARNING **Onan uses this symbol throughout this manual to warn of possible serious personal injury.**

CAUTION **This symbol refers to possible equipment damage.**

General

- Keep your electric generating set and the surrounding area clean and free from obstructions. Remove any debris from set and keep the floor clean and dry.
- Provide appropriate fire extinguishers and install them in convenient locations. Consult your local fire department for the correct type of extinguisher to use. Do not use foam on electrical fires. Use extinguisher rated ABC by NFPA.
- Make sure that all fasteners on the generating set are secure. Tighten supports and clamps, keep guards in position over fans, driving belts, etc.
- Do not wear loose clothing in the vicinity of moving parts, or jewelry while working on electrical equipment. Loose clothing and jewelry can become caught in moving parts. Jewelry can short out electrical contacts; cause shock or burning.
- If adjustment *must* be made while the unit is running, use extreme caution around hot manifolds, moving parts, etc.
- Do not work on this equipment when mentally or physically fatigued.
- Coolants under pressure have a higher boiling point than water. DO NOT open a radiator or heat exchanger pressure cap while the engine is running. Bleed the system pressure first.

Protect Against Moving Parts

- Keep your hands away from moving parts.
- Before starting work on the generating set, disconnect batteries. This will prevent starting the set accidentally.

Fuel System

- DO NOT fill fuel tanks while engine is running, unless tanks are outside engine compartment. Fuel contact with hot engine or exhaust is a potential fire hazard.
- DO NOT SMOKE OR USE AN OPEN FLAME in the vicinity of the generator set or fuel tank. Internal combustion engine fuels are highly flammable.
- Fuel lines must be of steel piping, adequately secured, and free from leaks. Piping at the engine should be approved flexible line. Do not use copper piping on flexible lines as copper will work harden and become brittle.
- Be sure all fuel supplies have a positive shutoff valve.

Guard Against Electric Shock

- Remove electric power before removing protective shields or touching electrical equipment. Use rubber insulative mats placed on dry wood platforms over floors that are metal or concrete when around electrical equipment. Do not wear damp clothing (particularly wet shoes) or allow skin surfaces to be damp when handling electrical equipment.
- Use extreme caution when working on electrical components. High voltages cause injury or death. DON'T tamper with interlocks.
- Follow all state and local electrical codes. Have all electrical installations performed by a qualified licensed electrician. Tag open switches.
- DO NOT SMOKE while servicing batteries. Lead acid batteries emit a highly explosive hydrogen gas that can be ignited by electrical arcing or by smoking.

Exhaust Gases Are Toxic

- Provide an adequate exhaust system to properly expel discharged gases. Check exhaust system regularly for leaks. Ensure that exhaust manifolds are secure and not warped. Do not use exhaust gases to heat a compartment.
- Be sure the unit is well ventilated.

Keep the Unit and Surrounding Area Clean

- Make sure that oily rags are not left on or near the engine.
- Remove all oil deposits. Remove all unnecessary grease and oil from the unit. Accumulated grease and oil can cause overheating and subsequent engine damage and may present a potential fire hazard.

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WARNING

ENGINE EXHAUST GAS (CARBON MONOXIDE) IS DEADLY!

Carbon monoxide is an odorless, colorless gas formed by incomplete combustion of hydrocarbon fuels. Carbon monoxide is a dangerous gas that can cause unconsciousness and is potentially lethal. Some of the symptoms or signs of carbon monoxide inhalation are:

- Dizziness
- Intense Headache
- Weakness and Sleepiness
- Vomiting
- Muscular Twitching
- Throbbing in Temples

If you experience any of the above symptoms, get out into fresh air immediately.

The best protection against carbon monoxide inhalation is a regular inspection of the complete exhaust system. If you notice a change in the sound or appearance of exhaust system, shut the unit down immediately and have it inspected and repaired at once by a competent mechanic.

Introduction

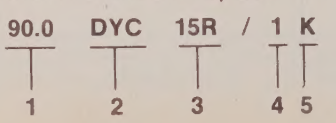
FOREWORD

This manual is applicable to the DYC Series electric generating set, consisting of an ONAN UR generator, driven by an Allis-Chalmers Diesel Engine. See *SPECIFICATIONS* for generator sizes.

The manual should be used in conjunction with the Allis-Chalmers engine manual, for specific engine information.

MODEL IDENTIFICATION

Identify your model by referring to the MODEL and SPECIFICATION NO. as shown on the Onan nameplate. Electrical characteristics are shown on the lower portion of the nameplate.



1. Indicates kilowatt rating (90 kW).
2. Factory code for SERIES identification.
3. 15 = 60 Hz. Reconnectible
   515 = 50 Hz. Reconnectible
   R—Indicates remote starting feature.
4. Factory code for designating optional equipment.
5. Specification letter. (Advances when factory makes production modifications.)

When contacting a dealer or the distributor regarding the set, always mention the complete Model, Spec No. and Serial No. as given on the Onan nameplate. This nameplate information is necessary to properly identify your unit among the many manufactured. Refer to the engine nameplate when requesting information from its manufacturer. The Onan nameplate is located on the right side of the generator; the Allis-Chalmers nameplate is on the left hand side of the engine block.

Left side and right side are considered when viewed from the engine or front end of the generating set.

WARNING

ONAN RECOMMENDS THAT ALL SERVICE INCLUDING INSTALLATION OF REPLACEMENT PARTS ONLY BE DONE BY PERSONS QUALIFIED TO PERFORM ELECTRICAL AND/OR MECHANICAL SERVICE. FROM THE STANDPOINT OF POSSIBLE INJURY AND/OR EQUIPMENT DAMAGE IT IS IMPERATIVE THAT THE SERVICE PERSON BE QUALIFIED.

Specifications

75 kW

ENGINE DETAILS

Engine Manufacturer	Allis-Chalmers
Engine Series	670-T Turbocharged
Number of Cylinders	6
Displacement	426 in³ (6.97 litre)
BHP @ 1800 r/min	162 (121 kw)
Compression Ratio	15.5:1
Bore	4.25 inch (107.95 mm)
Stroke	5.0 inch (127.0 mm)
Fuel	ASTM No 2 Diesel
Battery Voltage	24
Recommended Batteries (Begin Spec G)*	
Two 12 Volt, 74 A.H.	Fits Standard Battery Rack
Two 12 Volt, 225 A.H.	Required for use with Automatic Transfer Switch
Starting Method	Solenoid Shift
Governor Regulation	5% No Load—Full Load
Battery Charging Current	35 Amperes

* 75 and 90 kW Models Prior to Spec G use Two 6 volt 135 A.H. batteries.

GENERATOR DETAILS

Type	UR 15 60 Hz UR 515 50 Hz
Rating (Watts)	
60 Hertz Continuous Standby	75 kW (93.75 kVA)
50 Hertz Continuous Standby	62 kW (78.13 kVA)
AC Voltage Regulation	± 2%
60 Hertz r/min	1800
50 Hertz r/min	1500
Output Rating	0.8 PF
AC Frequency Regulation	3 Hz

CAPACITIES AND REQUIREMENTS

Cooling System, Engine and Radiator	36 quarts (34.05 litres)
Engine Oil Capacity (Filter, Lines, Crankcase)	31 quarts (29.3 litres)
Exhaust Connection (inches pipe thread)	4 (101.6 mm) male

AIR REQUIREMENTS (1800 r/min)

Engine Combustion	250 ft³/min (7.08 m³/min)
Radiator Cooled Engine	6700 ft³/min (189.7 m³/min)
Total for Radiator Cooled Model	6950 ft³/min (196.8 m³/min)
Alternator Cooling Air (1800 r/min)	1000 ft³/min (28.3 m³/min)
(1500 r/min)	833 ft³/min (23.6 m³/min)
Fuel Consumption at Rated Load ASTM No. 2 Diesel	6.4 gal/hr (24.8 lit/hr)

GENERAL

Height	52.5 inches (1.3 m)
Width	33.0 inches (0.84 m)
Length	84.31 inches (2.14 m)
Approximate Weight (Mass)	2600 lb. (1180 kg)

90 kW

ENGINE DETAILS

Engine Manufacturer	Allis-Chalmers
Engine Series	670-T Turbocharged
Number of Cylinders	6
Displacement	426 in³ (6.97 litre)
BHP @ 1800 r/min	162 (121 kw)
Compression Ratio	15.5:1
Bore	4.25 inch (107.95 mm)
Stroke	5.0 inch (127.0 mm)
Fuel	ASTM No 2 Diesel
Battery Voltage	24
Recommended Batteries (Begin Spec G)*	
Two 12 Volt, 74 A.H.	Fits Standard Battery Rack
Two 12 Volt, 225 A.H.	Required for use with Automatic Transfer Switch
Starting Method	Solenoid Shift
Governor Regulation	5% No Load—Full Load
Battery Charging Current	35 Amperes

* 75 and 90 kW Models Prior to Spec G use Two 6 volt 135 A.H. batteries.

GENERATOR DETAILS

Type	UR 15 60 Hz
	UR 515 50 Hz
Rating (Watts)	
60 Hertz Continuous Standby	90 kW (112.5 kVA)
50 Hertz Continuous Standby	75 kW (93.75 kVA)
AC Voltage Regulation	± 2%
60 Hertz r/min	1800
50 Hertz r/min	1500
Output Rating	0.8 PF
AC Frequency Regulation	3 Hz

CAPACITIES AND REQUIREMENTS

Cooling System, Engine and Radiator	36 quarts (34.05 litres)
Engine Oil Capacity (Filter, Lines, Crankcase)	31 quarts (29.3 litres)
Exhaust Connection (inches pipe thread)	4 (101.6 mm) male

AIR REQUIREMENTS (1800 r/min)

Engine Combustion	300 ft³/min (8.5 m³/min)
Radiator Cooled Engine	6700 ft³/min (190 m³/min)
Total for Radiator Cooled Model	7000 ft³/min (198 m³/min)
Alternator Cooling Air (1800 r/min)	1000 ft³/min (283 m³/min)
(1500 r/min)	833 ft³/min (236 m³/min)
Fuel Consumption at Rated Load ASTM No. 2 Diesel	8 gal/hr. (30.3 lit/hr)

GENERAL

Height	52.5 inches (1.3 m)
Width	33.0 inches (0.84 m)
Length	85.44 inches (2.17 m)
Approximate Weight (Mass)	2670 lb (1212 kg)

100 kW

ENGINE DETAILS

Engine Manufacturer	Allis-Chalmers
Engine Series	670-T Turbocharged (Old #3500 MK II)
Number of Cylinders	6
Displacement	426 in^3 (6.97 litre)
BHP @ 1800 r/min	162 (121 kW)
Compression Ratio	15.5:1
Bore	4.25 inch (107.95 mm)
Stroke	5.0 inch (127.0 mm)
Fuel	ASTM No 2 Diesel
Battery Voltage	24
Recommended Batteries (Begin Spec G)*	
Two 12 Volt, 74 A.H.	Fits Standard Battery Rack
Two 12 Volt, 225 A.H.	Required for use with Automatic Transfer Switch
Battery Group	Two 12 Volt 225 Amp. Hr.
Starting Method	Solenoid Shift
Governor Regulation	5% No Load—Full Load
Battery Charging Current	35 Amperes

GENERATOR DETAILS

Type	UR 15 60 Hz UR 515 50 Hz
Rating (Watts)	
60 Hertz Continuous Standby	100 kW (125 kVA)
50 Hertz Continuous Standby	80 kW (100 kVA)
AC Voltage Regulation	± 2%
60 Hertz r/min	1800
50 Hertz r/min	1500
Output Rating	0.8 PF
AC Frequency Regulation	3 Hz

CAPACITIES AND REQUIREMENTS

Cooling System, Engine and Radiator	36 quarts (34.05 litres)
Engine Oil Capacity (Filter, Lines, Crankcase)	31 quarts (29.32 litres)
Exhaust Connection (inches pipe thread)	4 (101.6 mm) male

AIR REQUIREMENTS (1800 r/min)

Engine Combustion	315 ft^3/min (8.82 m^3/min)
Radiator Cooled Engine	7650 ft^3/min (214.20 (m^3min)
Total for Radiator Cooled Model	7965 ft^3/min (222.60 m^3/min)
Alternator Cooling Air (1800 r/min)	1000 ft^3/min (28.00 m^3/min)
(1500 r/min)	833 ft^3/min (23.32 m^3min)
Fuel Consumption at Rated Load ASTM No. 2 Diesel	8.4 gal/hr (31.83 litres/hr)

GENERAL

Height	52.5 inches (1.3 m)
Width	33.0 inches (0.84 m)
Length	86.81 inches (2.17 m)
Approximate Weight (Mass)	2755 lb (1250 kg)

Description

GENERAL

An Onan DYC series electric generating set is a complete unit consisting of an engine driven AC generator, with standard and optional controls and accessories as ordered.

ENGINE

The engine on the DYC is an Allis-Chalmers diesel as described in the engine manual. Basic measurements and requirements will be found under *SPECIFICATIONS*. For operation, maintenance and service information, consult the Allis-Chalmers manual.

AC GENERATOR

The generator is an ONAN Type UR, 12 lead, 4 pole revolving field, reconnectible, brushless unit. The main rotor is attached directly to the engine flywheel, therefore engine speed determines generator output frequency. The 60 Hz set operates at 1800 r/min, the 50 Hz at 1500 r/min. Excitation is achieved as follows—

Residual alternating current from the stator winding is applied to the voltage regulator, where it is compared with a reference voltage, rectified and returned to the field winding of the exciter. Current then induced in the exciter rotor is rectified and fed into the generator rotor. This induces a current in generator stator which is applied to the load.

CONTROL PANEL

The following is a brief description of each of the standard controls and instruments located on the face of the panel. See Figure 1.

DC Panel

Panel Light and Switch: Illuminates control panel.

Oil Pressure Gauge: Indicates pressure of lubricating oil in engine (wired to a sensor unit located on the engine).

Water Temperature Gauge: Indicates temperature of circulating coolant in engine. (Wired to a sensor unit located on the engine.)

Battery Charge Rate DC Ammeter: Indicates battery charging current.

Run-Stop/Reset-Remote Switch: Starts and stops the unit locally or allows operation from a remote location.

Warning Light: Indicates "Fault" in engine operation.

AC Panel

AC Voltmeter: Indicates AC generator output voltage. Dual range instrument: measurement range in use shown on indicator light.

Voltage Regulator: Rheostat, provides approximately plus or minus 5% adjustment of the rated output voltage.

Exciter Circuit Breaker: Provides generator exciter and regulator protection from overheating, in the event of certain failure modes of the generator, exciter and voltage regulator.

Running Time Meter: Registers the total number of hours, to 1/10th, that the unit has run. Use it to keep a record for periodic servicing. Time is accumulative, meter cannot be reset.

Voltmeter Phase Selector Switch: Selects phases of generator output to be measured by the AC voltmeter.

OPTIONAL EQUIPMENT

DC Panel

Warning Lights: Eliminates the one "Fault" light and substitutes five indicator (see Figure 2) lights to give warning of—

a. Overcrank
b. Overspeed
c. Low oil pressure
d. High engine temperature
e. Low engine temperature

Operation of these lights will be discussed in conjunction with engine monitor panel.

Reset Switch: Manual reset for engine monitor after malfunction shut-down.

Lamp Test: Press to test warning lamp bulbs (when engine is running only).

AC Panel

AC Ammeter: Indicates AC generator output current. Dual range in use shown on indicator lights.

Frequency Meter: Indicates the frequency of the generator output in hertz. It can be used to check engine speed. (Each hertz equals 30 r/min.)

Voltmeter-Ammeter Phase Selector Switch: Selects phase of generator output to be monitored by the AC voltmeter and optional AC ammeter.

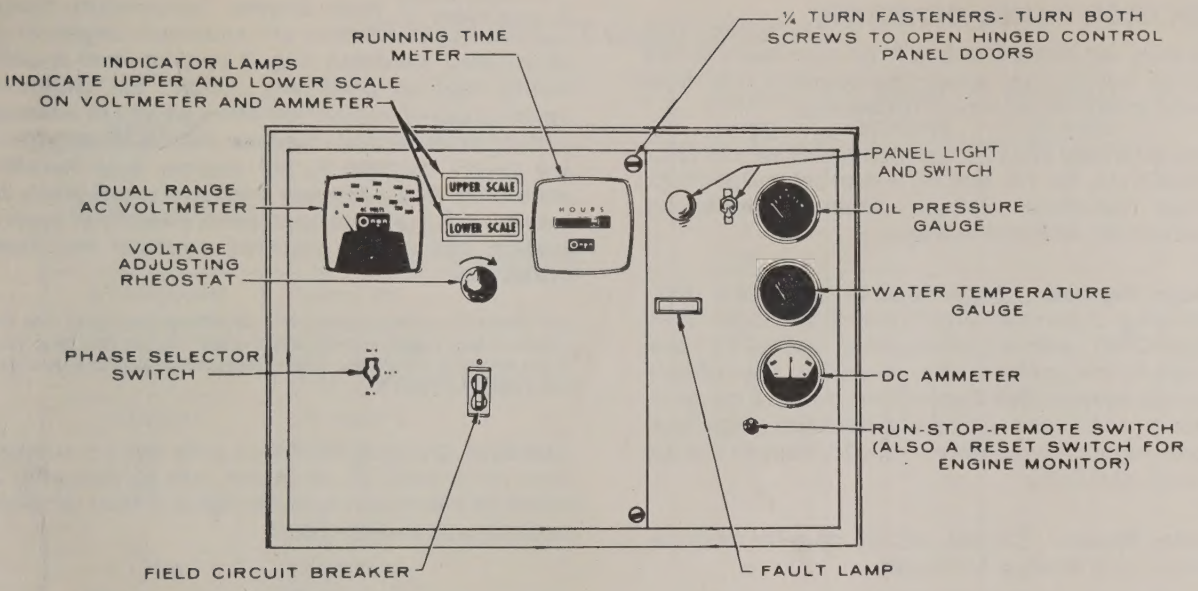

¼ TURN FASTENERS- TURN BOTH SCREWS TO OPEN HINGED CONTROL PANEL DOORS
RUNNING TIME METER
INDICATOR LAMPS INDICATE UPPER AND LOWER SCALE ON VOLTMETER AND AMMETER
PANEL LIGHT AND SWITCH
DUAL RANGE AC VOLTMETER
UPPER SCALE
LOWER SCALE
OIL PRESSURE GAUGE
VOLTAGE ADJUSTING RHEOSTAT
WATER TEMPERATURE GAUGE
PHASE SELECTOR SWITCH
DC AMMETER
RUN-STOP-REMOTE SWITCH (ALSO A RESET SWITCH FOR ENGINE MONITOR)
FIELD CIRCUIT BREAKER
FAULT LAMP

FIGURE 1. STANDARD CONTROL PANEL (ONE FAULT LAMP)

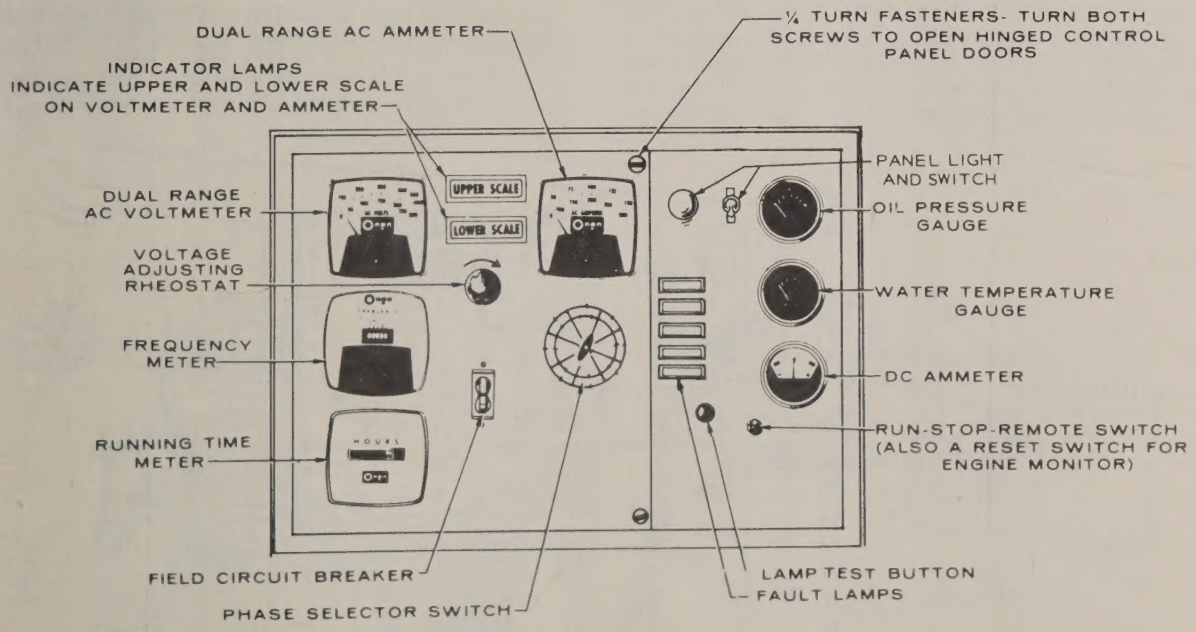

DUAL RANGE AC AMMETER
¼ TURN FASTENERS- TURN BOTH SCREWS TO OPEN HINGED CONTROL PANEL DOORS
INDICATOR LAMPS INDICATE UPPER AND LOWER SCALE ON VOLTMETER AND AMMETER
PANEL LIGHT AND SWITCH
DUAL RANGE AC VOLTMETER
UPPER SCALE
LOWER SCALE
OIL PRESSURE GAUGE
VOLTAGE ADJUSTING RHEOSTAT
WATER TEMPERATURE GAUGE
FREQUENCY METER
DC AMMETER
RUNNING TIME METER
RUN-STOP-REMOTE SWITCH (ALSO A RESET SWITCH FOR ENGINE MONITOR)
FIELD CIRCUIT BREAKER
LAMP TEST BUTTON
FAULT LAMPS
PHASE SELECTOR SWITCH

FIGURE 2. OPTIONAL CONTROL PANEL (FIVE FAULT LAMPS)

CONTROL PANEL INTERIOR

The only equipment that will be discussed in this section will be that which the operator may have reason to adjust or inspect for service.

Terminal Board (TB) 21: Connection of wire W12 to terminals H3, H4, H5, and H6 is made at this point, to change reference voltage when reconnecting generator for different voltages.

Voltage Regulator, Begin Spec E: Solid state unit, consisting of printed circuit board VR21; an SCR bridge CR21, with a commutating reactor L21 are located in the control panel as part of the voltage regulator system. See Figure 3. AC output from generator is controlled at predetermined level regardless of load; regulation is plus or minus 2% from no load to full load, at 0.8 PF.

Engine Monitor: Printed circuit plug-in modules provide the following functions:

1. A 75 second cranking period.
2. Approximately a 12.5 second time delay for oil pressure buildup.
3. An external alarm contact to light a fault lamp and shut down the set for alarm conditions such as:
   a. Overcrank (failed to start after cranking 75 seconds).
   b. Overspeed (engine speed reaches 2100 rpm).
   c. Low oil pressure 14 psi (96.53 kN/m²).
   d. High engine temperature 215° F (102° C).

CAUTION ***High Engine Temperature Cutoff Switch will shutdown engine in an overheated condition only if coolant level is sufficiently high to physically contact the shutdown switch. Loss of coolant will allow engine to overheat without protection of shutdown device, thereby causing severe damage to the engine. It is therefore imperative that adequate engine coolant levels be maintained, to ensure operational integrity of cooling system and engine coolant overheat shutdown protection.***

On standard control panels, all four alarms are wired into one common fault lamp; on units with five fault lamps, four have shutdown alarms, the fifth (low engine temperature) lights a fault lamp only. Refer to Table 1.

Standard Cranking Module: Limits engine cranking time to 75 seconds. If engine fails to start after 75 seconds the engine monitor lights a fault lamp and opens the cranking circuit.

OPTIONAL MODULES

Cycle Cranker: Plug-in module replaces standard cranking circuit. Automatically provides a 15 second cranktime and a 10 second rest time for three ON and two OFF cycles in 65 seconds. If engine fails to start, after 75 seconds the engine monitor lights a fault lamp and opens the cranking circuit.

Pre-Alarm: Gives advance warning for low oil pressure or high engine temperature. Requires two sensors each for engine temperature and oil pressure.

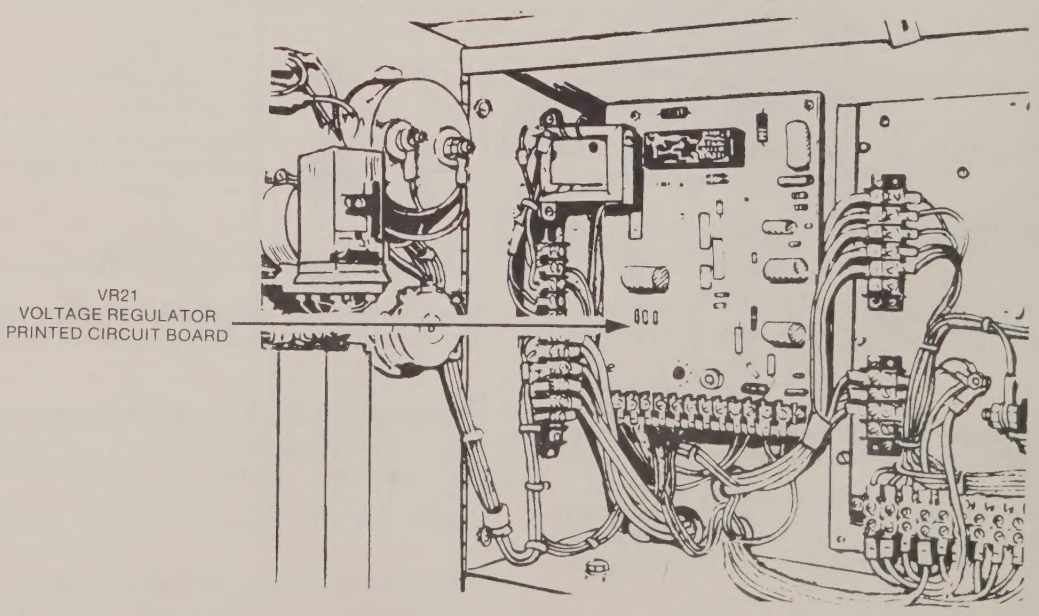


FIGURE 3. VOLTAGE REGULATOR PRINTED CIRCUIT BOARD LOCATION

TABLE 1. FAULT LAMP OPTIONS

SYSTEM	FAULT	FAULT LAMP	STOP ENGINE	EXTERNAL ALARM
PENN STATE SINGLE LIGHT	Overcrank	x	x	x
	Overspeed	x	x	x
	Low Oil Pressure	x		x
	High Engine Temperature	x		x
STANDARD SINGLE LIGHT	Overcrank	x	x	x
	Overspeed	x	x	x
	Low Oil Pressure	x	x	x
	High Engine Temperature	x	x	x
5 LIGHT	Overcrank	x	x	x
	Overspeed	x	x	x
	Low Oil Pressure	x	x	x
	High Engine Temperature	x	x	x
	Low Engine Temperature	x		
5 LIGHT PRE-ALARM	Overcrank	x	x	x
	Overspeed	x	x	x
	Pre Low Oil Pressure	x		x
	Low Oil Pressure	x		x
	Pre High Engine Temperature	x		x
	High Engine Temperature	x		x
	Low Engine Temperature	x		

ENGINE SENSORS

Resistance units and switches in the engine temperature and oil pressure monitoring and shutdown systems are sealed units and are not repairable.

For location, refer to Figures 4 and 5. When changing a sensor, do not substitute, use recommended replacement parts. Resistance units are matched to the gauge they supply, and cut-off switches are close-tolerance actuation parts, made for a specific application.

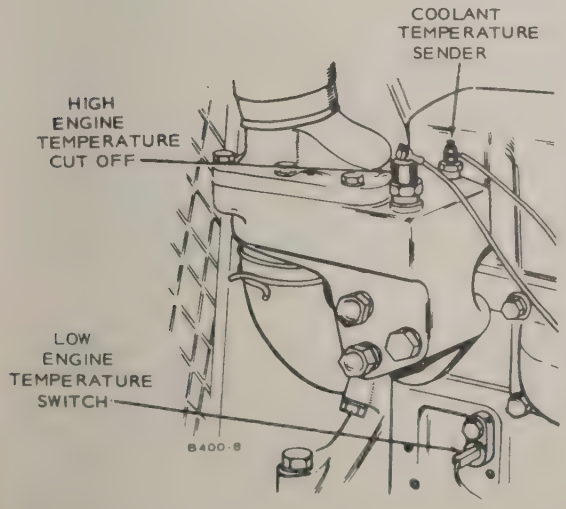


FIGURE 4. ENGINE TEMPERATURE MONITORS

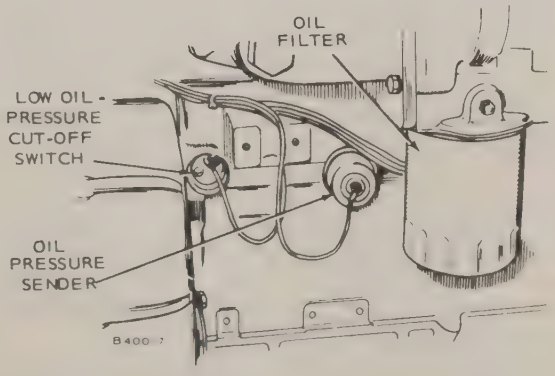


FIGURE 5. OIL PRESSURE MONITORS

Installation

GENERAL

Installations must be considered individually. Use these instructions as a general guide. All installations must meet regulations of state and local building codes, fire ordinances, etc., which may affect installation details. See Figure 6. Refer to *ONAN Technical Bulletin T-030* for further installation information.

Requirements to be considered prior to installation:

1. Level mounting surface.
2. Adequate cooling air.
3. Adequate fresh induction air.
4. Discharge of circulated air.
5. Discharge of exhaust gases.
6. Electrical connections.
7. Fuel installation.
8. Water supply (city water cooling).
9. Accessibility for operation and servicing.
10. Vibration isolation.
11. Noise levels.

LOCATION

Provide a location that is protected from the weather and is dry, clean, dust free and well ventilated. If practical, install inside a heated building for protection from extreme weather conditions.

MOUNTING

Generator sets are mounted on a rigid skid base which provides proper support. The engine-generator assembly is isolated from the skid base by rubber mounts which provide adequate vibration isolation for normal installations. For installations where vibration control is critical, install additional spring-type isolators between skid base and foundation.

For convenience in general servicing and changing crankcase oil, mount set on raised pedestal at least 6 inches (150 mm) high.

VENTILATION

Generator sets create considerable heat which must be removed by proper ventilation. Outdoor installations rely on natural air circulation but indoor installations need properly sized and positioned vents for the required air flow. See *SPECIFICATIONS* for the air required to operate with rated load under normal conditions at 1800 r/min.

Radiator set cooling air travels from the rear of the set and is removed by a pusher fan which blows out through the radiator. Locate the air inlet to the rear of the set.

Locate the cooling air outlet directly in front of the radiator and as close as possible. The opening free area must be at least as large as the radiator area. Length and shape of the air outlet duct should offer minimum restriction to air flow. Use a duct of canvas or sheet metal between the radiator and the air outlet opening. The duct prevents recirculation of heated air.

For operation outside a building, a shelter housing with electrically operated louvres is available as an option. Transformers connected across the generator output supply current to the motors.

When the generator is operating, current in the transformers actuate the motors and open the louvres. The louvres are held open for the duration of the set operation, then are closed by return springs when the set is shut down.

City Water cooled sets do not use the conventional radiator. A constantly changing water flow cools the engine. Sufficient air movement and fresh air must be available to properly cool the generator, disperse heat convected off the engine and support combustion in the engine.

Installations require an auxiliary fan (connected to operate only when the unit is running) of sufficient size to assure proper air circulation and evacuation of fumes.

COOLING SYSTEM

Standard Radiator Cooling, uses a set mounted radiator and engine driven pusher type fan to cool engine water jacket. Air travels from the generator end of the set, across the engine and out through the radiator. An integral discharge duct adapter flange surrounds the radiator grille.

Heat Exchanger Cooling (optional), uses a shell and tube type heat exchanger instead of the standard radiator and fan. Engine jacket coolant circulates through the shell side of the heat exchanger, while raw cooling water is pumped through the tubes. Engine coolant and raw water do not mix. This type of cooling separation is necessary when the raw water contains scale forming lime and other impurities.

This system reduces set enclosure airflow and noise levels. Proper operation depends upon a constant

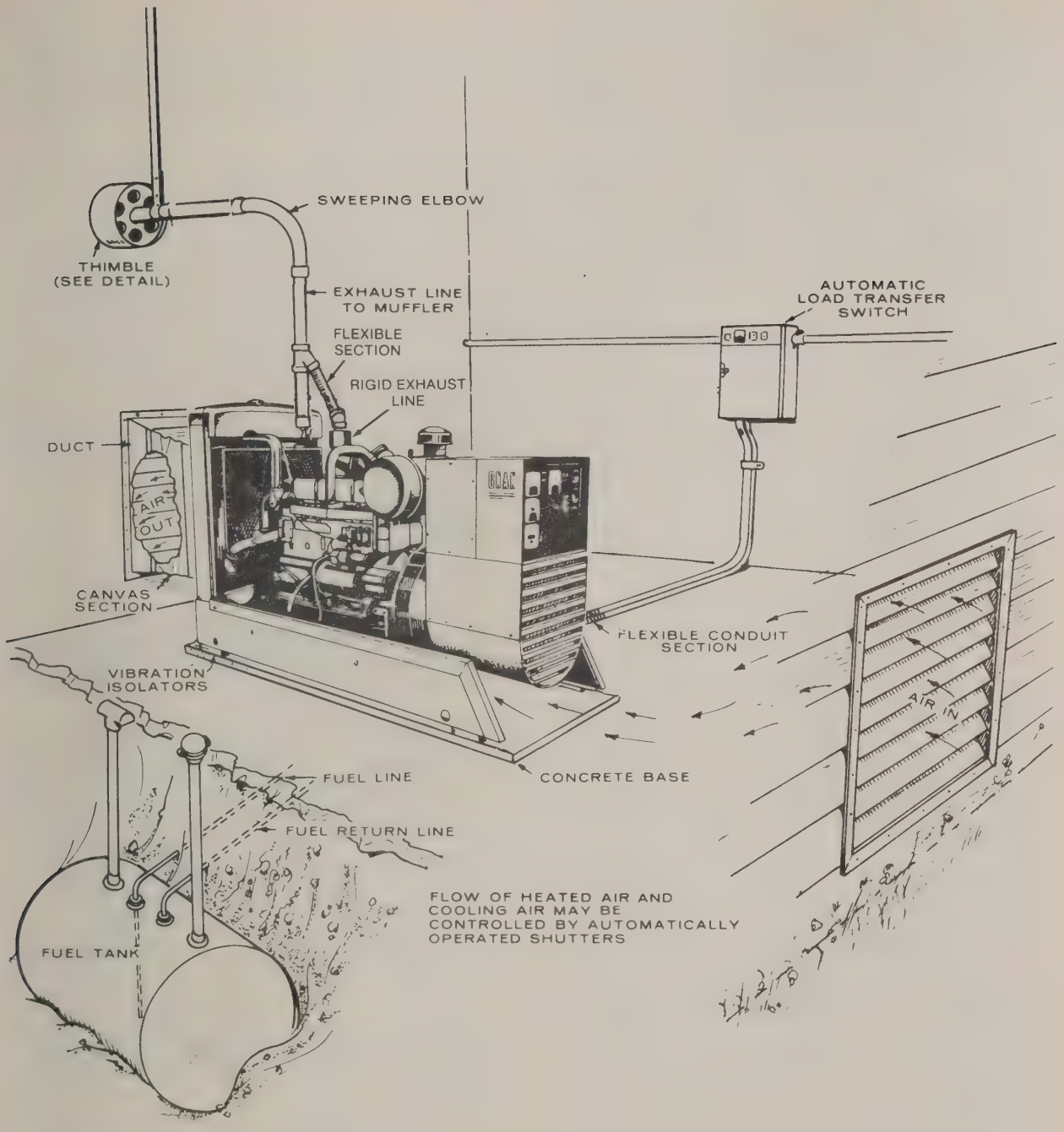


FIGURE 6. TYPICAL INSTALLATION

supply of raw water for heat removal. The engine coolant side of the system may be protected from freezing. The raw water side cannot be protected from freezing. See Figure 7 for typical installation.

Adequate airflow for heat rejected by the engine and generator to the air must still be supplied.

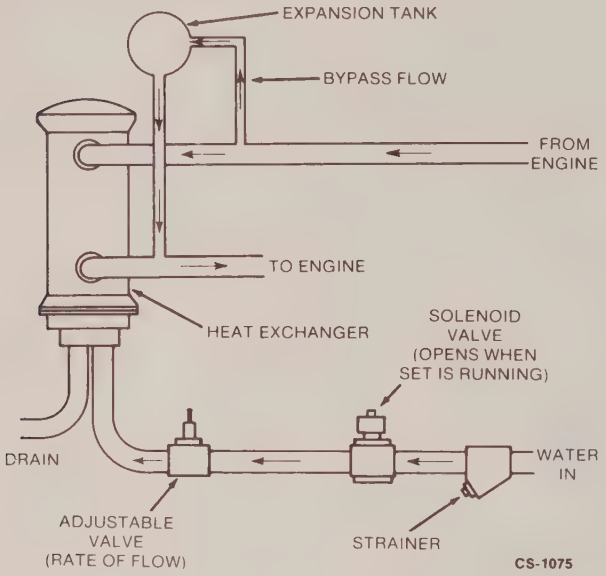


FIGURE 7. TYPICAL HEAT EXCHANGER SYSTEM

Standpipe Cooling (optional) substitutes a mixing (tempering) tank for the standard radiator and fan. Cooling water circulating through the engine jacket is mixed with raw water in the tank. Because raw water flows through the engine jacket, it must not contain scale forming impurities or fouling of the engine water will occur. Fouling results in engine overheating and costly repair bills.

This system reduces set enclosure airflow requirements and noise levels. Proper operation is dependent on a constant supply of cooling water. The system cannot be protected from freezing. See Figure 8.

Adequate airflow for heat rejected by the engine and generator to the air must still be supplied.

Remote Radiator Cooling (optional), substitutes a remote mounted radiator and an electrically driven fan, for the set mounted components. Removal of the radiator and fan from the set reduces set enclosure airflow requirements and noise levels without forcing dependence on a continuous cooling water supply. The remote radiator system can be completely protected against freezing.

This system must be designed to meet specific requirements of the application.

Water Jacket Heater (optional) may be installed to keep engine coolant warm while engine is shut down. It heats and circulates the coolant within the engine, which reduces start-up time and engine wear caused by cold starts. It is electrically operated and thermostatically controlled.

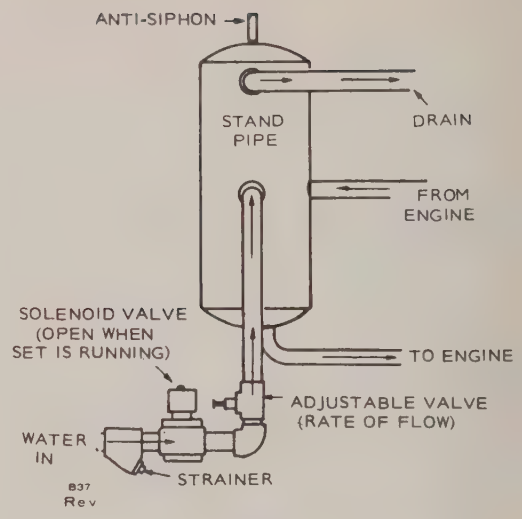


FIGURE 8. STANDPIPE (TYPICAL)

COOLING CONNECTIONS

The radiator cooled (standard) set does not require any external connections except as discussed under *Ventilation.* Allow clearance around the set for access to service the radiator and fan belts. See Figure 6.

Heat Exchanger and Standpipe cooled sets must be connected to a pressurized supply of cold water. Make connections to the set with flexible pipe to absorb vibration. On the cool water line install a solenoid valve to shut off the flow when the set is shut down and a rate of flow valve to control engine temperature. This valve can be either manual or automatic. Actual rate of flow will depend on inlet water temperature.

Adjust the flow to maintain water temperature between 165° F and 195° F (73.9° C and 90.6° C) while viewing the water temperature gauge.

Before filling cooling system check all hardware for security. This includes hose clamps, capscrews, fittings and connections. Use flexible coolant lines with heat exchanger, standpipe or remote mounting radiator.

Remote radiator plumbing will vary with installation. All systems must comply with the following conditions—

1. Make all connections to the set and to the radiator, with flexible pipe.
2. Install an auxiliary circulating pump if the horizontal distance between the engine and pump exceeds 15 feet (4.65 m).
3. Install a hot-well system to relieve excess engine water jacket pressure if the top of the radiator is more than 15 feet (4.65 m) above the center-line of the engine crankshaft.

EXHAUST

WARNING ***Pipe POISONOUS exhaust gas outside enclosure. Inhalation of exhaust gases can result in serious injury or death.***

Engine exhaust gas must be piped outside building or enclosure. Do not terminate exhaust pipe near inlet vents or combustible materials. An approved thimble (Figure 9) must be used where exhaust pipes pass through walls or partitions. Build the thimble according to codes (see National Fire Protection Association bulletin, Volume 4, Section 211 on "Standards for Chimneys, Fireplaces and Vents"). Pitch exhaust pipes downward or install a condensation trap (Figure 10) at the point where a rise in the exhaust system begins. Avoid sharp bends; use sweeping long radius elbows. Provide adequate support for mufflers and exhaust pipes. Refer to Figure 6 for a typical exhaust installation. Shield or insulate exhaust lines if there is danger of personal contact. Allow at least 9 inches (229 mm) of clearance if the pipes run close to a combustible wall or partition. Use a pipe at least as large as the 4 inch (101.6 mm) pipe size outlet of the engine with a flexible portion between the engine and the muffler.

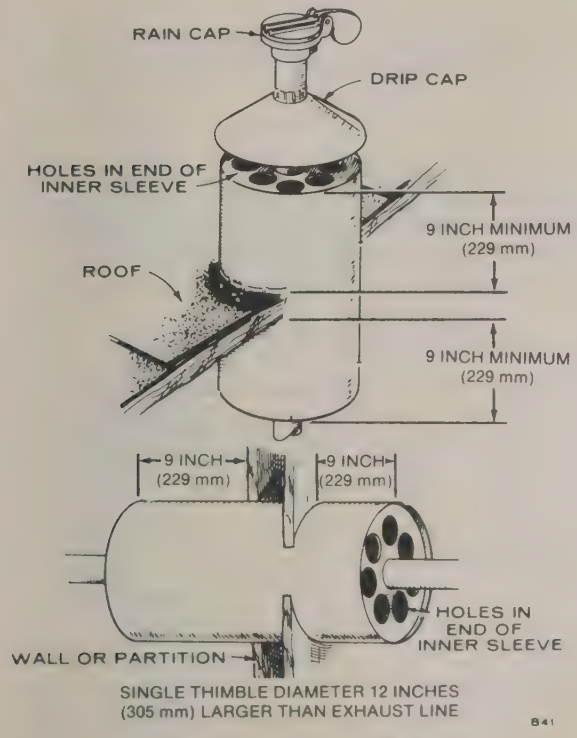

RAIN CAP
DRIP CAP
HOLES IN END OF INNER SLEEVE
9 INCH MINIMUM (229 mm)
ROOF
9 INCH MINIMUM (229 mm)
9 INCH (229 mm)
9 INCH (229 mm)
HOLES IN END OF INNER SLEEVE
WALL OR PARTITION
SINGLE THIMBLE DIAMETER 12 INCHES (305 mm) LARGER THAN EXHAUST LINE
841

FIGURE 9. EXHAUST THIMBLE

Table 2 shows the maximum equivalent exhaust pipe length for exhaust systems using 4 inch through 6 inch pipe. Also shown are the equivalent lengths of various pipe fittings. The TOTAL exhaust system equivalent length (including all fittings and muffler) must NOT exceed the length shown in Table 2 for the size of pipe used. Exceeding the maximum length will create excessive back pressure in the system. The maximum allowable back pressure (measured at exhaust manifold) for the exhaust system is 27.2 inches (691 mm) H_20.

FUEL SYSTEM

Allis-Chalmers engines used on the DYC sets are designed for use with ASTM No. 2 Diesel fuel. They will however, operate on diesel fuels within the specifications delineated in the Allis-Chalmers engine manual.

FUEL CONNECTIONS

Check local regulations governing the installation of a fuel supply tank.

In any diesel engine installation, fuel system cleanliness is of utmost importance. Make every effort to prevent entrance of moisture or contaminants of any kind. Do not use lines or fittings of galvanized material.

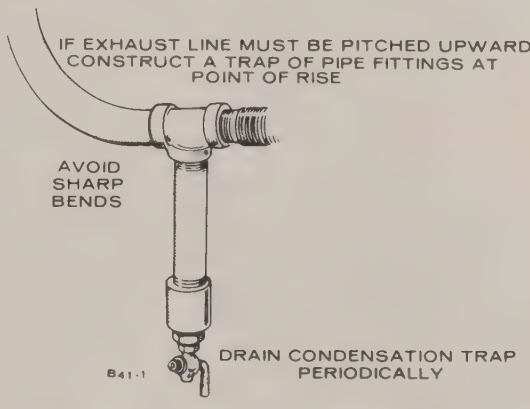

IF EXHAUST LINE MUST BE PITCHED UPWARD, CONSTRUCT A TRAP OF PIPE FITTINGS AT POINT OF RISE
AVOID SHARP BENDS
DRAIN CONDENSATION TRAP PERIODICALLY
841-1

FIGURE 10. EXHAUST CONDENSATION TRAP

TABLE 2. EXHAUST LENGTH

MAXIMUM EQUIVALENT EXHAUST PIPE LENGTH—ONE CRITICAL MUFFLER INCLUDED

PIPE SIZE (INCHES)	4	5	6
MAXIMUM PIPE LENGTH IN FEET (METRES)	75 (23)	250 (76)	500 (152)

Max. Allowable Back Pressure is 27.2 inches (691 mm) H_20.

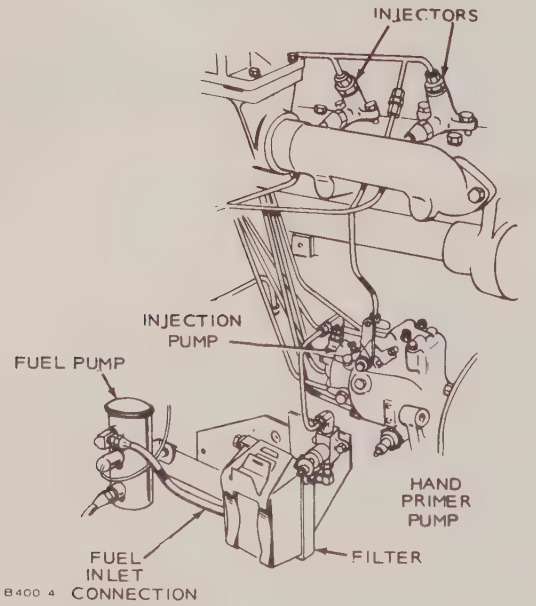
EQUIVALENT LENGTHS OF PIPE FITTINGS

TYPE OF FITTING Inches	4	5	6
STANDARD ELBOW Feet (Metres)	11 (3.35)	14 (4.27)	16 (6.40)
LONG RADIUS ELBOW Feet (Metres)	7 (2.13)	9 (2.74)	11 (3.35)
MED. RADIUS ELBOW Feet (Metres)	9 (2.74)	12 (3.66)	14 (4.27)
STANDARD TEE Feet (Metres)	22 (6.70)	27 (8.23)	34 (10.36)

A fuel lift in excess of 8 feet (2.44 m) is not recommended without a day tank installation, because of fuel drainage. Horizontal run, if the supply tank is level with the fuel pump should not exceed 25 feet (7.6 m). However, a day tank is again recommended.

The fuel inlet is connected to the transfer pump and is threaded for 1/8 inch pipe. Injector pump return line is common with the injectors' return line, and requires a 1/8 inch low pressure hose connection. See Figure 11 for fuel system installation.

Maximum fuel return line restriction is 6.1 inches (155 mm) Hg.



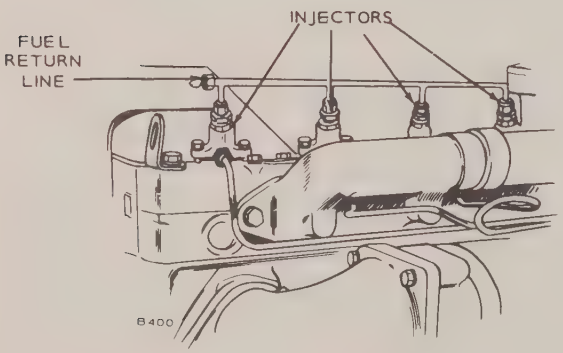


FIGURE 11. FUEL SYSTEM

DAY TANK

Generator set installations may be equipped with an optional separate fuel day tank. A float operated valve controls fuel flow into the fuel tank. The correct level is maintained to assure a constant source of fuel. It is necessary to install an overflow line between the day tank and main fuel tank. Refer to the instructions included with the tank. See Figure 12 for an example of a day tank installation. Tank and lines must be below level of injector pump return outlet.

BATTERY (BEGIN SPEC G)

Starting the unit requires 24 volt battery current. Use two 12 volt (see *SPECIFICATIONS*) batteries for a normal installation. Connect the batteries in series (negative post of first battery to positive post of second) as in Figure 13.

Connect battery positive before connecting battery negative, to prevent the possibility of arcing.

Necessary battery cables are on unit. Service the batteries as necessary. Infrequent unit use (as in emergency standby service) may allow the batteries to self-discharge to the point where they cannot start the unit. If installing an automatic transfer switch that has no built-in charge circuit, connect a separate trickle charger.

75 kW and 90 kW models prior to Spec G use 12 volt battery current. Use two 6 volt, 135 Amp Hour batteries connected in series for these older models.

WARNING ***Do not smoke while servicing batteries. Lead acid batteries give off explosive gases while being charged. Ignition of these gases can cause severe personal injury or death.***

BATTERY, HOT LOCATION

Batteries will self discharge very quickly when installed where the ambient temperature is consistently above 90° F (32.2° C), such as in a boiler room. To lengthen battery life, dilute the electrolyte from its normal 1.260 specific gravity at full charge, to a 1.225 value. The cranking power is reduced when the electrolyte is so diluted, but if the temperature is above 90° F (32.2° C), this should not be noticed. The lengthened battery life will be worth the effort.

1. Fully charge the battery.
2. With the battery still on charge, draw off the electrolyte above the plates in each cell. DO NOT ATTEMPT TO POUR OFF; use an hydrometer or filler bulb and dispose of the electrolyte in a safe manner. Avoid skin or clothing contact with the electrolyte.

WARNING ***Avoid skin or clothing contact with electrolyte or serious personal injury may result.***

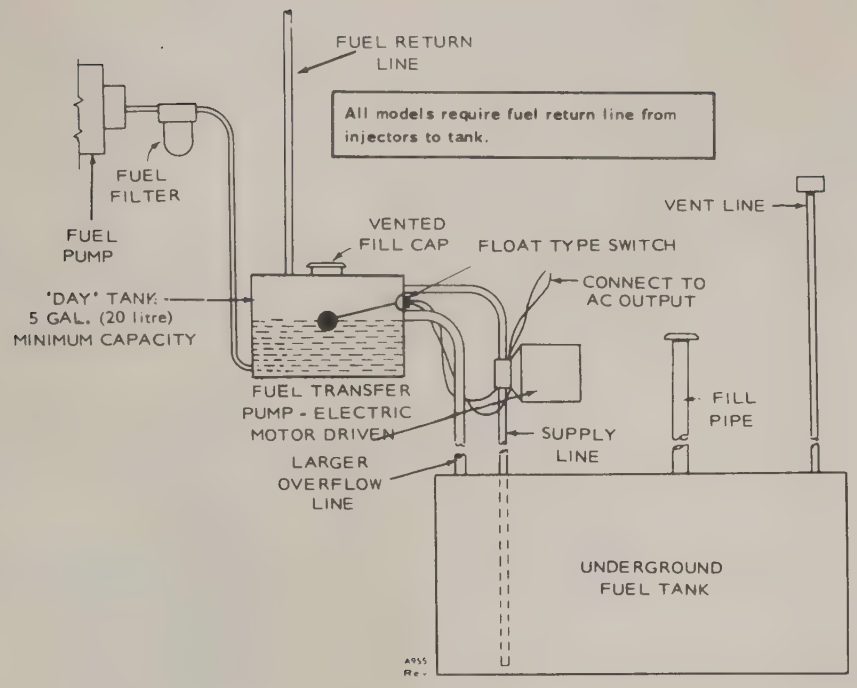
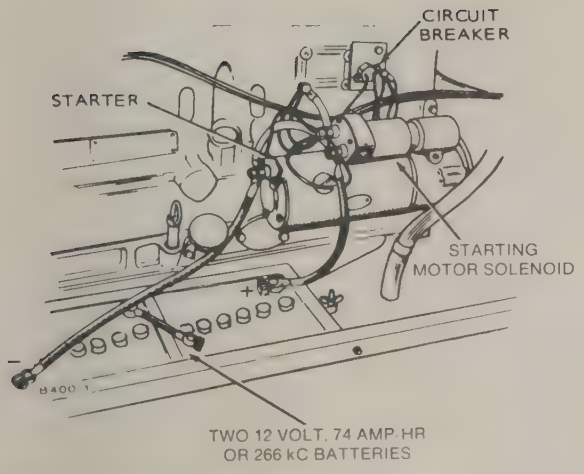


FIGURE 12. DAY TANK (TYPICAL)



For use with an automatic transfer switch, use two 12 volt, 225 amp/hr (810 kC) batteries, and mount outside the skid.

FIGURE 13. BATTERY CONNECTION

3. Refill each cell to the normal level with distilled water.
4. Continue charging for 1 hour at 4 to 6 amperes.
5. Test each cell. If the specific gravity is above 1.225, repeat steps 2, 3, and 4 until the reading is reduced to 1.225. Usually repeating steps twice is sufficient.

REMOTE CONTROL CONNECTIONS

Provision is made for addition of remote starting. This is accomplished on a 4 place terminal block situated with the control box. Connect one or more remote switches across remote terminal and B+ terminal as shown in Figure 14. If the distance between the set and remote station is less than 1000 feet (305 m), use No. 18AWG wire; between 1000 feet (305m) and 2000 feet (610m), use No. 16AWG wire.

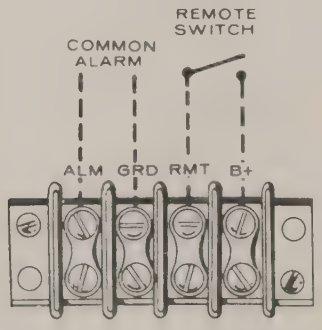


FIGURE 14. REMOTE START CONNECTION (TB12)

WIRING CONNECTIONS

Most local regulations require wiring connections be made by a licensed electrician and that the installation be inspected and approved before operation. All

connections, wire sizes, etc. must conform to requirements of electrical codes in effect at the installation site.

If the installation is for standby service, a double throw transfer switch must always be used. Connect this switch (either automatic or manual) so that it is impossible for commercial power and generator current to be connected to the load at the same time. Instructions for connecting an automatic load transfer control are included with such equipment.

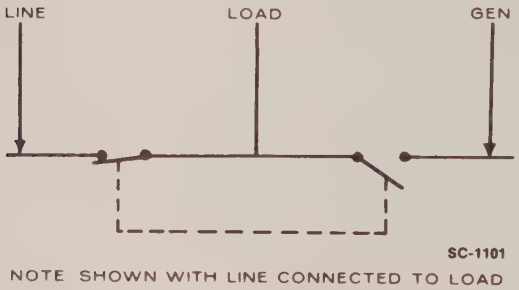


FIGURE 15. LOAD TRANSFER SWITCH (TYPICAL FUNCTION)

Control Box Connections: The factory ships these 12 lead generators with load connection wires NOT connected together in the control box. These 12 wires are labeled T1 through T12 and must be brought together before making load connections. Proceed as follows:

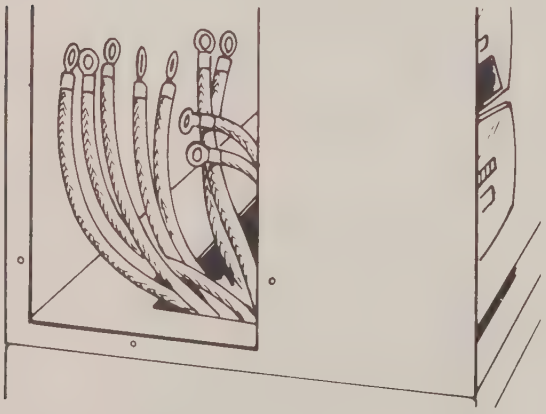


FIGURE 16. CONTROL BOX (SIDE PANEL REMOVED)

1. Remove either right, left or top panel from control box. See Figure 16.
2. Connect wires together as shown on panel drawing and in Figure 21according to voltage desired.
3. Identify leads connected together, appropriately as L0, L1, L2 or L3 before making load connections.
4. Open hinged control panel doors. Connect lead from terminal 63 to correct terminal for voltage desired. These terminals are labeled H2, H3, H4, H5 and H6. See Figure 17.
5. Close front panel and secure with 1/4 turn fasteners.
6. Connect load wires to generator leads.

Preceding instructions do not apply to models designated 9X; this connection is made at the factory. The installer must only connect load wires.

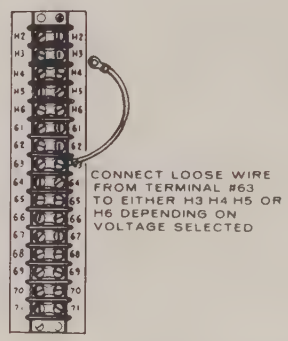


FIGURE 17. REFERENCE VOLTAGE CONNECTION (TB21)

Single Phase, 12 Lead: The L0 terminal (neutral) can be grounded if required. For 120 volts, connect the hot load wires to either the L1 or L2 connection, Figure 18. Connect the neutral load wire to the L0 connection. Two 120 volt circuits are thus available, with not more than 1/3 the rated capacity of the set available on either circuit. If using both circuits, be sure to balance the load between them.

For 240 volts, connect one load wire to the L1 connection and the second load wire to the L2 connection. Terminal connection L0 is not used for 240 volt service.

Only 2/3 of rated current is available from this connection.

Figure 18 shows load connections for 120/240 voltage. Other voltages are available from the double delta illustration in Figure 21.

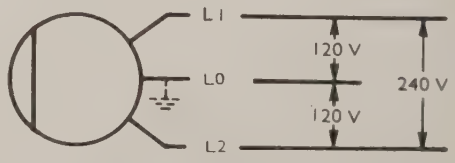


FIGURE 18. 120/240 VOLT 1 PHASE DOUBLE DELTA

3 Phase, Delta; 12 lead: The 3 phase Delta connected set is designed to supply 120 and 240 volt, 1 phase current and 240 volt, 3 phase current, Figure 19. For 3 phase operation, connect the three load wires to generator terminals L1, L2 and L3—one wire to each terminal. For 3 phase operation the L0 terminal is not used.

For 120/240 volt, 1 phase, 3 wire operation, terminals L1 and L2 are the "hot" terminals. The L0 terminal is the neutral, which can be grounded if required. For 120 volt service, connect the black load wire to either the L1 or L2 terminal. Connect the neutral (white) wire to the L0 terminal. Two 120 volt circuits are available.

Any combination of 1 phase and 3 phase loading can be used at the same time as long as total current does not exceed the NAMEPLATE rating of the generator. If no 3 phase output is used, usable 1 phase output is 2/3 of 3 phase KVA.

Figure 19 shows load connections for 120/240 voltage. Other voltages are available from series delta illustration in Figure 21.

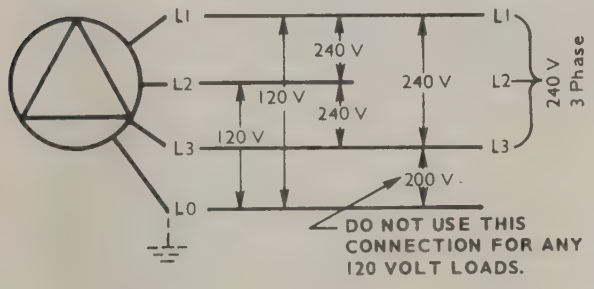


FIGURE 19. 120/240 V. 3 PHASE DELTA

3 Phase, Wye; 12 Lead: The 3 phase, 4 wire set produces line to neutral voltage and line to line voltage. The line to neutral voltage is the lower voltage as noted on the unit nameplate, and the line to line voltage is the higher nameplate voltage.

For 3 phase loads, connect separate load wires to each of the set terminals L1, L2 and L3. Single phase output is obtained between any two 3 phase terminals as shown in Figure 20.

The L0 terminal (neutral) can be grounded if required. For 1 phase loads, connect the neutral (white) load wire to the L0 terminal. Connect the black load wire to any one of the other three terminals—L1, L2, or L3. Three separate 1 phase circuits are available, with not more than 1/3 the rated capacity of the set from any one circuit.

If using 1 phase and 3 phase current at the same time, use care to properly balance the 1 phase load, and not to exceed rated line current.

Figure 20 shows load connections for 120/208 voltage. Other voltages are available from either parallel wye or series wye illustration in Figure 21.

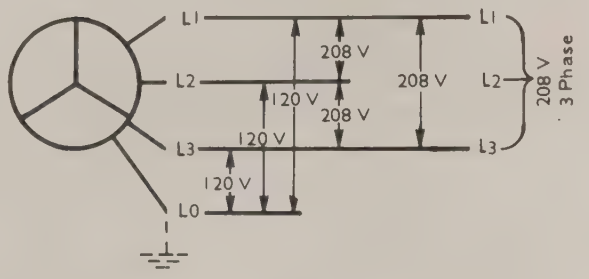


FIGURE 20. 120/208 V. 3 PHASE WYE

GROUNDING

Typical requirements for bonding and grounding are given in the National Electrical Code, 1981, Article 250.

Periodic inspection is recommended, especially after service work has been performed on any equipment in the electrical system.

Generator Set Bonding and Equipment Grounding

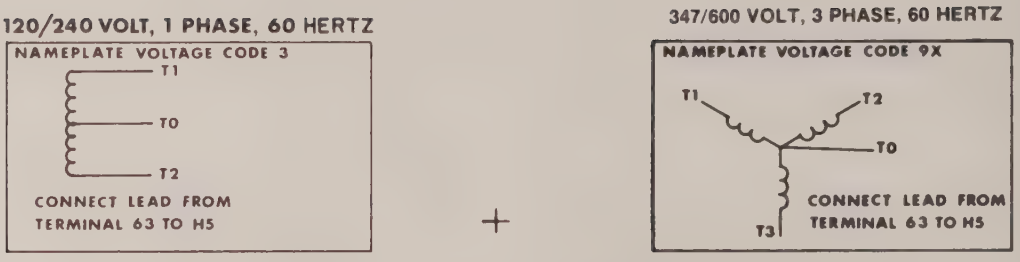
Bonding is defined as: (Reference National Electrical Code, 1981, Article 100) The permanent joining of metallic parts to form any electrically conductive path which will assure electrical continuity and capacity to conduct safely any current likely to be imposed.

WARNING ***It is extremely important for life safety that bonding and grounding be properly done. All metallic parts which could become energized under abnormal conditions must be properly grounded.***

Circuit and System Grounding

This refers to the intentional grounding of a circuit conductor or conductors. The design and installation of a grounding system encompasses many considerations, such as multiple transformers, standby generators, ground fault protection, physical locations of equipment and conductors, just to mention a few.

Although the consulting engineer and installer are responsible for the design and wiring of each particular grounding application, the basic grounding requirements must conform to national and local codes.



THIS DIAGRAM APPLIES TO 12 LEAD GENERATORS ONLY

NAMEPLATE VOLTAGE CODE	VOLTAGE	PHASES	HERTZ	CONNECT LEAD FROM TERMINAL 63 TO:	GENERATOR CONNECTION	GENERATOR CONNECTION SCHEMATIC DIAGRAM	GENERATOR CONNECTION WIRING DIAGRAM (WITH CURRENT TRANSFORMERS WHEN USED)
15	120/240	1	60	H5	DOUBLE DELTA		
515	115/230	1	50	H6			
	110/220	1	50	H6			
6D	240/480	3	60	H5	SERIES DELTA		
15	120/240	3	60	H5			
515	115/230	3	50	H6			
	110/220	3	50	H6			
15	120/208	3	60	H3	PARALLEL WYE		
	127/220	3	60	H4			
	139/240	3	60	H5			
515	110/190	3	50	H3			
	115/200	3	50	H4			
	120/208	3	50	H4			
	127/220	3	50	H5			
15	240/416	3	60	H3	SERIES WYE		
	254/440	3	60	H4			
	277/480	3	60	H5			
515	220/380	3	50	H3			
	230/400	3	50	H4			
	240/416	3	50	H4			
	254/440	3	50	H5			
7	220/380	3	60	H3			

FIGURE 21. VOLTAGE CONNECTIONS

Operation

GENERAL

Onan DYC Series electric generating sets are given a complete running test under various load conditions and are thoroughly checked before leaving the factory. Inspect your unit closely for loose or missing parts and damage which may have occurred in transit. Tighten loose parts, replace missing parts and repair any damge before putting set into operation.

PRESTART SERVICING

Lubrication System: Engine oil was drained prior to shipment. Fill engine to capacities shown. After engine has been run, check dipstick, add oil to bring level to full mark. Record total capacity for future oil changes. For all operating conditions grade CD lubricating oil is recommended for turbocharged engines. Do not mix brands nor grades of lubricating oils.

Oil Viscosity should be as follows:

AMBIENT TEMPERATURE	USE SAE VISCOSITY
0° F (-17.8° C) and below	10W
0° F to 32° F (-17.8° C to 0° C)	20-20W
Above 32° F (0° C)	30W

Oil Capacities (nominal)

Oil Pan and Filter—31 quarts (29.3 litres)

Oil quantity dipsticks have dual marking with high and low-level marks: static oil level on one side and engine at low speed marks on opposite side. Be sure to use proper scale.

CAUTION ***If the engine has not been operated for several months, it is recommended that the oil inlet connection at the turbocharger be removed and 3 to 4 ounces (90 to 120 ml) of oil be placed in the oil inlet of the center housing, and the oil inlet line filled with oil prior to operating the engine.***

Cooling System: Cooling system was drained prior to shipment. Fill cooling system before starting. Nominal capacity is 9 gallons (34.05 litres) for 75, 90 and 100 kW. For units using either a radiator or heat exchanger (city water cooled), fill the system with clean soft water. Use a good rust and scale inhibitor additive. If a possibility exists of a radiator cooled set being exposed to freezing temperatures, use antifreeze with an ethylene glycol base. During initial engine run, check the coolant level several times and replenish if necessary to compensate for air pockets which may have formed during filling. Refer to Allis-Chalmers engine manual for additional information.

CAUTION ***Verify that the electric solenoid valve used with city water cooled sets is open before initial starting of unit to allow coolant chambers to fill. Overheating and damage to the engine could result from noncompliance.***

CAUTION ***If engine is equipped with a cooling system filter, do not use antifreeze with an anti-leak formula. The stop leak element can prevent or retard the coolant flow through the filter, thereby eliminating the filtering process completely.***

WARNING ***Be careful when checking coolant under pressure. Shut engine down and bleed off pressure before removing pressure cap. Severe burns could result from contact with hot coolant.***

Fuel System: Refer to the Allis-Chalmers engine manual for fuel oil specifications. Check with fuel supplier and ensure that fuel supplied meets the specifications. Filter or strain fuel when filling tank. Fuel supply tanks should be kept as nearly full as possible by topping up each time engine is used. Warm fuel returning from the injector pump heats the fuel in the supply tank. If the fuel level is low in cold weather, the upper portion of the tank not heated by returning fuel tends to increase condensation. In warm weather both the supply tank and fuel are warm. Cool night air lowers the temperature of the tank more rapidly than the temperature of the fuel. Again this tends to increase condensation.

Condensate mixing with the sulphur in the fuel forms a sulphurous acid which will corrode and damage the engine. KEEP FUEL CLEAN.

WARNING ***DO NOT SMOKE while handling fuel. Diesel fuel is flammable.***

Priming Fuel System: Verify that all connections in the fuel system are secure and no leaks exist. Proceed with priming as follows:

1. Loosen filter vent screw (Figure 22).
2. Using hand pump (Figure 22), prime system until fuel flow around filter vent screw is free of bubbles.
3. Secure vent screw and hand pump.

Ensure that hand primer pump is screwed in and secured before attempting to start engine.

Check all connections in fuel system for security, to ensure that pressure will not bleed off when engine is not in use. Pressure should be maintained for immediate starting if unit is on standby service.

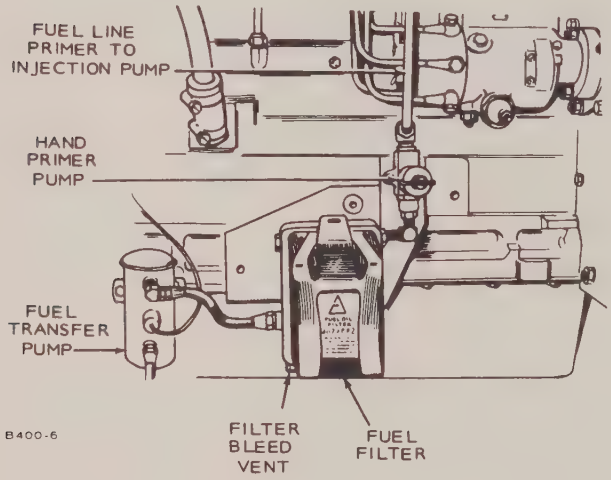


FIGURE 22. PRIMING FUEL SYSTEM

BATTERIES

Ensure that the cable connections to the batteries are secure. Coat connections with petroleum based or non-conductive grease to retard formation of corrosive deposits.

Check the electrolyte level to be at the split ring mark. Measure the specific gravity of the electrolyte: SG 1.260 at 80°F (26.7°C). If distilled water has been added or the specific gravity is less than 1.260, place the batteries on charge until the desired reading is reached. Do not overcharge.

STARTING

When the preceding service functions have been performed, recheck to verify unit is ready to start.

1. Crankcase filled.
2. Cooling system filled — input solenoid valve open.
3. Batteries charged and connected.
4. Fuel solenoid valve open.

To start, move the "run-stop/reset-remote" switch to the "run" position. The engine should start after a few seconds of cranking. Immediately after start, observe the oil pressure gauge. Normal oil pressure is between 30 psi (207 kPa) and 55 psi (379 kPa). Check the following gauges:

1. DC Ammeter — 10 to 30 amperes
2. AC Voltmeter — AC generator output voltage.
3. Frequency Meter — AC generator output frequency.

After running 10 minutes under load the water temperature gauge should have stabilzed at 180° F to 195° F (82° C to 90.6° C). On city water cooled units an adjustable valve is connected in the water supply line. Adjust the hand wheel valve to provide a water flow that will keep the water temperature gauge reading within the range of 170° F to 200° F (76.7° C to 93.3° C).

STOPPING

To reduce and stabilize the engine temperatures and prevent turbocharger housing damage, run the engine at no load for three to five minutes before shutting down.

Move the run-stop/reset-remote switch to stop position to shut down the set.

Break-In Note: Run set at 50 percent rated load for the first half-hour of initial operation after reaching operating temperature.

Non-Start: If after a few seconds of cranking engine fails to start, or starts and runs then stops and fault lamp lights, refer to appropriate troubleshooting chart, Table 3 or Table 4.

EXERCISE PERIOD

Health care facilities generating sets, on standby service, are required to be operative, from a cold start to full load in less than 10 seconds, in the event of a power outage.

This imposes severe conditions on the engine. Friction of dry piston rings upon dry cylinder walls causes scuffing and rapid wearing. These can be relieved by exercising the set at least once a week for a minimum time of 30 minutes per exercise period. Preferably, run the set under at least 50 percent load to allow the engine to reach normal operating temperature. This will keep engine parts lubricated, maintain fuel prime, prevent electrical relay contacts from oxidizing and insure easy emergency starts. Onan automatic transfer switches contain an optional exercise switch which, by pre-selection, will start, determine run period and shut down a set on a weekly frequency. For example, the switch can be set for time of start, length of run, A.M. or P.M. and day of week.

After each exercise period, top off fuel tank, check engine for leaks and unit for general condition. Locate cause of leaks (if any) and correct.

TABLE 3.
TROUBLESHOOTING ENGINE SHUTDOWN SYSTEM
(Engines with only one fault lamp)

SYMPTOM	CORRECTIVE ACTION
1. Engine stops cranking and fault lamp lights, after cranking approximately 75 seconds.	1. See engine service manual for troubleshooting fuel system. After correcting problem, reset engine monitor relay by placing Run-Stop/ Reset-Remote switch to Stop/Reset, then back to the required running position.
2. Fault lamp lights immediately after engine starts.	2. Check for: Overspeed condition as engine starts.
3. Fault lamp lights and engine shuts down after running for a period.	3. Check the following: a. Oil level. Engine will shut down if sensor is closed. b. Check engine manual for troubleshooting oil system. c. High engine temperature. Check coolant level; check water flow (city water cooled systems); check radiator for free air flow, and fan belts for tightness. See engine manual for troubleshooting cooling system. d. Check for faulty oil pressure sensor or faulty high engine temperature sensor.
4. Engine runs, shuts down and cranks for 75 seconds. Cranking cycle stops; fault lamp lights.	4. Check fuel supply.
5. Fault lamp lights, no fault exists.	5. To check a no fault condition, disconnect leads from TB11 terminals 29, 30 and 31. If fault lamp lights with leads disconnected, replace engine monitor board. Reconnect leads

NO LOAD OPERATION

Periods of no load operation should be held to a minimum. If it is necessary to keep the engine running for long periods of time when no electric output is required, best engine performance will be obtained by connecting a "dummy" electrical load. Such a load could consist of heater elements, etc.

OUT-OF-SERVICE PROTECTION

For storage periods of all durations, refer to Allis-Chalmers manual.

HIGH ALTITUDE

Ratings apply to altitudes up to 5000 feet (304.8 m), standard cooling, normal ambients and with No. 2 Diesel fuel. Consult factory or nearest authorized Onan distributor for operating characteristics under other conditions.

Engine horsepower loss is approximately 1 percent for each 1000 feet (304.8 m) of altitude above 5000 feet (1524 m) and 3 percent for each 1000 feet (304.8 m) above 7500 feet (2286 m) of altitude for 100 kW DYC. Deration for cooling capacity may be required at high altitude.

TABLE 4.
TROUBLESHOOTING ENGINE SHUTDOWN SYSTEM
(Units with five fault lamps)

SYMPTOM	CORRECTIVE ACTION
1. Overcrank fault lamp lights and engine stops cranking after approximately 75 seconds.	1. See engine service manual for troubleshooting fuel system. After correcting fault, reset engine monitor relay by placing Run-Stop/ Reset-Remote switch to Stop/Reset position, depressing Reset button, then to the required running position.
2. Engine runs, shuts down, cranks for 75 seconds, cranking cycle stops, overcrank light ON.	2. Check fuel supply.
3. *Low oil pressure shutdown.	3. Check— a. Oil level. Replenish if necessary. b. Sensor. Faulty sensor will shut down engine. c. Refer to engine service manual for troubleshooting guide for oil system.
4. *High engine temperature shutdown.	4. Check— a. Coolant level. Replenish if necessary. b. City water cooled sets. Check water flow, valves, etc. c. Check sensor; check thermostat. d. Radiator model, check fan belts, radiator for obstructions, etc.
5. Overspeed shutdown.	5. Check governor and throttle linkages for freedom of movement. Check overspeed switch.
6. Overspeed light on, no shutdown.	6. Disconnect wire at TB11-29. Light on after reset; replace engine monitor board.
7. *Low oil pressure light ON. No shutdown.	7. Disconnect wire at TB11-30. Light ON after relay reset. Replace engine monitor board.
8. *High engine temperature light ON. No shutdown.	8. Disconnect wire at TB11-31. Light ON after relay reset. Replace engine monitor board.

*NOTE: Not applicable on Pennsylvania State models

HIGH TEMPERATURES

1. See that nothing obstructs air flow to and from the set.
2. Keep cooling system clean.
3. Use correct SAE No. oil for temperature conditions.

LOW TEMPERATURES

1. Use correct SAE No. oil for temperature conditions. Change oil only when engine is warm.
2. Use fresh fuel. Protect against moisture condensation.
3. Keep fuel system clean and batteries in a well charged condition.
4. Partially restrict cool air flow but use care to avoid overheating.
5. Connect water jacket heater when set is not running.
6. Refer to Allis-Chalmers manual for further information.
7. Check battery condition.

Water Jacket Heater: The function of this optional heater is to keep the engine warm enough to assure starting under adverse weather conditions. Connect the heater to a source of power that will be on during the time the engine is not running. Be sure the voltage rating is correct for the heater element rating.

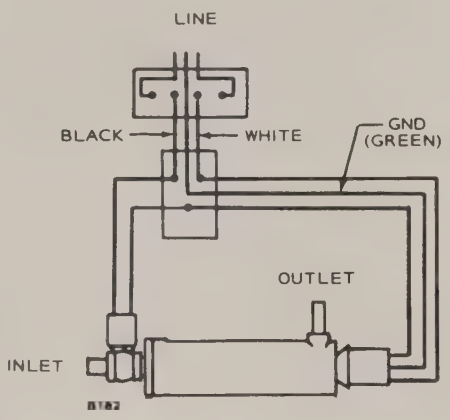


FIGURE 23. ENGINE HEATER

General Maintenance

GENERAL

Establish and adhere to a definite schedule of maintenance inspection and servicing. Application and environment are the governing factors in determining such a schedule. If your set is a prime power application, base your schedule on operating hours. Use the running time meter to log hours run; maintain an accurate record of hours and service for warranty support.

A set on stand-by duty will need servicing at times other than those recommended by Onan and the engine manufacturer. Refer to Allis-Chalmers manual for engine services and maintenance procedures. Adjust your schedule to satisfy the following conditions—

- Continuous duty (prime power)
- Standby power
- Extremes in ambient temperature
- Exposure to elements
- Exposure to salt water or sea water
- Exposure to dust, sand, etc.

Consult with your ONAN distributor or dealer for a schedule of maintenance and service more suitable to the unique environment and application of your set.

Operator Maintenance Schedule

MAINTENANCE ITEMS	OPERATIONAL HOURS			
	8	50	100	200-250
Inspect Set	x[x]			
Check Fuel	x			
Check Radiator Coolant Level	x			
Check Oil Level	x			
Drain Fuel Filter Sediment	x			
Check Air Cleaner (Replace if Required)		x1		
Clean Injector Pump Linkage		x1		
Check Batteries		x4		
Clean and Inspect Crankcase Breather			x	
Inspect Fan Belt			x2	
Check Cooling System			x3	
Change Crankcase Oil			x1,7	
Replace Oil Filter Element			x1,7	
Check all Hardware, Fittings, Clamps, Fasteners, etc.			x6	
Clean and Inspect Battery Charging Alternator				x
Check Starter				x
Check Injection Nozzles				x5
Replace Fuel Filter Elements				x1

x1 Or every 3 months. Perform more often in extremely dusty conditions.

x2 Or every 3 months. Adjust to 1/2 inch depression between pulleys.

x3 Or every 3 months. Check for rust or scale formation. Flush if necessary.

x4 Or every 2 weeks.

x5 Check for proper spray pattern, etc. Refer to the Allis-Chalmers manual.

x6 Or every 3 months.

x7 Perform every 3 months or 100 hours, whichever comes first.

x8 Give unit general inspection. Then with generator set running, visually and audibly check the exhaust system for leaks.

NOTE: The above schedule is a minimum requirement for your engine. Refer to Allis-Chalmers service manual for recommended service periods.

WARNING ***Before commencing any maintenance work on the engine, generator, control panel, automatic transfer switch or associated wiring, disconnect batteries. Failure to do so could result in damage to the unit or serious personal injury in the event of inadvertent starting.***

AC GENERATOR

There are no brushes, brush springs or collector rings on these generators, therefore they require very little servicing. Periodic inspections, to coincide with engine oil changes, will ensure good performance.

Generator Bearing: Inspect the bearing every 1000 hours with the unit running.

If using the unit for "prime power," replace the bearing every 10,000 hours or two years. If using the set for "standby," replace the bearing every five years.

Check generator voltage. It may be necessary to make a slight readjustment of the voltage rheostat to obtain the preferred voltage at average load.

INSPECTION AND CLEANING

When inspecting the rotating rectifier assembly (reference Major Service Manual), make sure diodes are free of dust, dirt and grease. Excessive foreign matter on these diodes and heat sinks will cause the diodes to overheat and will result in their failure. Blow out the assembly periodically, with filtered, low pressure air. Also check to see that diodes and leadwires are properly torqued. The diodes should be torqued to 30 in.

lb. or finger tight plus a quarter turn. Blow dust out of control panel.

BATTERIES

Check the condition of the starting batteries at least every two weeks. Ensure the connections are clean and tight. A light coating of non-conductive grease will retard corrosion at the terminals. Keep the electrolyte at the proper level above the plates by adding distilled water. Check specific gravity, recharge if below 1.260.

ENGINE SPEED

Generator frequency is in direct ratio to engine speed, which is controlled by the governor.

A Roosa-Master governor is standard equipment on the DYC generator set. High speed and low speed limit stops are set at the Onan testing facility and normally do not require further adjustment, therefore if your set is used on continuous standby service, the governor may never need to be touched. If however the unit is used frequently, adjustment may be required due to wear of internal components. This adjustment is achieved by backing off the high speed stop screw. See Figure 24. Screw in the low speed adjusting screw until the generator output frequency meter reads 60 hertz (generator on load). Turn in the high speed adjusting screw until it bottoms; secure the locknuts.

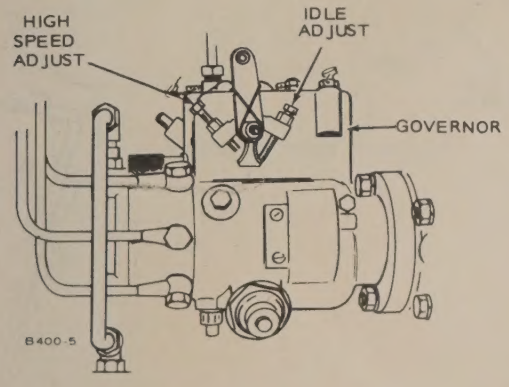


FIGURE 24. ROOSA-MASTER GOVERNOR

Governor sensitivity is adjusted by rotating an external knurled knob at the rear of the injector pump housing. Turning inward (clockwise) shortens governor control spring making it less sensitive, thereby increasing speed droop. Turning outward (counterclockwise) has opposite effect. Adjustment can be made with engine running. The speed droop is set at the Onan plant to give a regulation of 3 percent to 5 percent from no-load to full-load.

When using the generator frequency meter to determine engine speed, multiply frequency by 30 to calculate engine speed.

Example: 30 x 61 (hertz) = 1830 rpm.

Adjust engine speed to 1800 rpm for 60 hertz sets and 1500 rpm for 50 hertz sets,at full load.

FILTERS

A planned program of regular filter cleaning or replacement will pay dividends in improved engine life operation and reliability.

Air Filter: Service air cleaner and replace element in accordance with instructions in the engine manufacturer's manual. Perform this operation at times specified in the operator maintenance schedule.

Air Restriction Indicator (Spec A-F): Located on the duct between air filter and turbocharger to signal condition of the air filter. When the RED signal indicator on the device is fully exposed it is locked in position. At this time the air filter should be serviced. See Figure 25.

After servicing air filter, reset indicator by depressing the reset button on top of the unit.

Sets beginning Spec G do not have air restriction indicator.

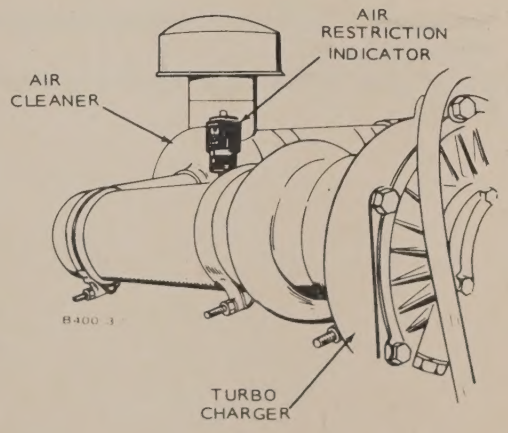


FIGURE 25. AIR RESTRICTION INDICATOR

Fuel Filter: Replace fuel filter every 3 months or more often under extremely dusty conditions if used on a standby unit; 200-250 operational hours in continuous service.

Oil Filters: Replacement of crankcase lubricating oil and filters is recommended every 100 operating hours, or, on standby generator sets, every three months. These time periods are for ideal situations and must be adjusted lower if conditions warrant. Replace filters at every oil change. See Figure 26.

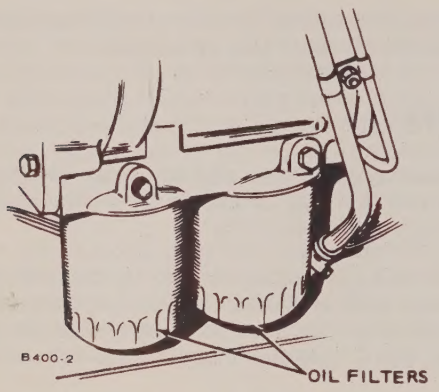


FIGURE 26. OIL FILTERS

CONNECTIONS (Fuel, Exhaust, etc.)

Operator should periodically make a complete visual inspection of the set while running at rated load. Some of the things to check for are as follows:

1. Check all fuel and oil lines for possible leakage.
2. Inspect exhaust lines and mufflers for possible leakage and cracks.
3. Periodically or daily, drain moisture from condensation traps.
4. Inspect water lines and connections for leaks and security.
5. Inspect electrical wires and connections for security and fray damage.

If generator requires major repair or servicing, contact an authorized Onan dealer or distributor.

TANK HEATERS

A Tank Heater is optional equipment on DYC generator sets. For efficient operation and optimum product life, perform the following procedure at least once a year. See Figure 27.

1. Remove head and valve assembly.
2. Clean foreign matter out of the tank.
3. Remove element and scrape off scale accumulated on the sheathing.

CAUTION ***When re-assembling threaded aluminum parts, be sure to use an anti-seize compound.***

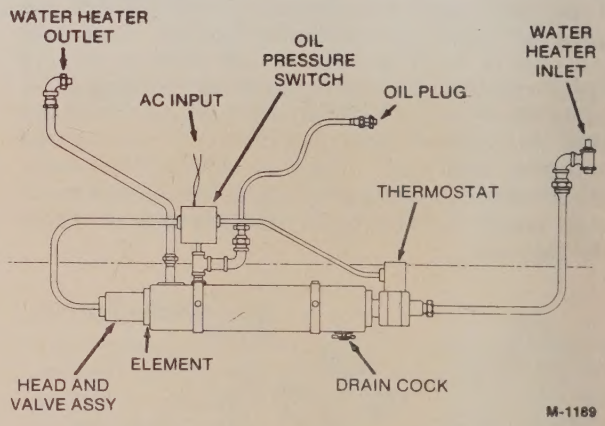


FIGURE 27. ENGINE HEATER

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